

The Boomer

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459th Air Refueling Wing, U.S. Air Force Reserve, Andrews Air Force Base, Md.

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459th CES works closely with civilian contractors



The Boomer

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COMMENTARY

Always There

Commander's Call

Brig. Gen. Richard Severson
Commander, 459th Air Refueling Wing



By the time you read this column, the American military will be fully engaged and working nonstop to deliver the goods for life to the survivors of the recent tsunami disaster.

It is likely that members of the 459th will find themselves directly involved in this major relief effort just as they have countless times throughout the wing's history.

At a time when our country is being criticized in some quarters for what was seen as a slow and stingy initial response to the disaster, I believe it's important that we reflect on our past humanitarian relief efforts.

One of its first major milestones after the Air Force separated as an independent service was the "birth" of the humanitarian mission – the Berlin Airlift. The airlift of food and supplies lasted 462 days and sustained a population encircled by communist forces. In 1992 another major relief effort started – Operation Provide Promise.

An ethnic war had erupted in Bosnia, and by July 1992, the U.S. had launched an all-out effort to airlift food and medical supplies to the people of Sarajevo. For three and a half years, a Total Force team maintained an air bridge into Bosnia that delivered more than 160,000 metric tons of food, medicine, and supplies to Sarajevo and other safe havens.

In some of the darkest hours of the Bosnia conflict, the United Nations turned to air power when it could not transport relief supplies to besieged Bosnians. In the spring of 1994, I spent six weeks deployed in support of this operation and experienced firsthand how effectively non-lethal air power can

relieve human suffering, save countless lives, and keep a flame of hope burning bright. This personal experience will always be remembered as one of the highlights of my military career.

When the Iraqi Army suppressed a Kurdish rebellion in March 1991 more than 500,000 Kurds fled to the Turkish border. To bring relief to the refugees and encourage them to return home, the U.S. initiated Operation Provide Comfort in April 1991. Provide Comfort sustained hundreds of thousands of Kurdish refugees. In that same year, when the Soviet Union dissolved into 15 separate republics, 70 years of socialism had led to dire poverty and hunger.

To deliver emergency aid and encourage

movement toward democracy, the U.S. initiated Provide Hope in February 1992.

Later, in August 1992, Operation Provide Relief kicked off in Somalia where an estimated 2,000 people were starving to death daily. Other humanitarian operations saw us in Haiti, Rwanda, Panama and Liberia.

Several natural disasters also have produced gargantuan relief efforts: cyclones in Bangladesh, Mount Pinatubo volcano eruption in the Philippines, earthquakes in India, hurricanes in Florida and the Virgin Islands, Typhoons in Hawaii and Guam, floods in the U.S. Midwest, and forest fires from Colorado to California, to name a few. Asia's tsunami can now be added to the list and will certainly claim its place in history as one of the most devastating disasters of all time.

These tragedies have only one noble purpose – to remind us that we are not a planet of strangers but just different faces, each with determination, strengths, and never-ending hope. From Berlin to Banda Aceh, humanitarian relief is a tradition as old as the Air Force and will continue as long as natural disasters and political crises provoke human suffering. As always...we'll be there!



In the days following the Dec. 26 tsunami disaster around the Indian Ocean, Air Mobility Command aircraft and people have delivered tons of relief equipment.

Time to re-blue ~ core values personified

By Senior Master Sgt. Gerri Bullock
459th ASTS First Sergeant

As we begin the New Year, I would like to pose several questions. How "blue" are you? Is your "blue" visible and transferable? Do you need to be "re-blued?"

In recent months, it has become clearly obvious that some of our blue has faded. Lately, I find myself addressing what I feel should be default "blue" issues ... dress and appearance, military bearing, attitude, accountability, respect for others, and leading

by example.

When addressing these issues, it became apparent that some of our members want and expect the full benefits of their military contract, but are only willing to give partial or selective compliance to military regulations and standards.

On one level, I can understand that frustration, feeling that you are not being heard, too many tasks with too little time to accomplish them, and limited career growth opportunities can and do affect one's commitment and motivation. However, we must each take

responsibility for living up to the terms of our contract and personal commitment as a member of the Air Force Reserve.

To that end, in 2005 I am extending a challenge to all 459th Air Refueling Wing enlisted members to become a personal example of the Air Force core values. Each of us should strive to personify integrity first, service before self, and excellence in all we do, as we become the example for others to emulate. If we each purpose to model our core values, we will epitomize the real meaning of going 'Above and Beyond.'



On the cover



Tech Sgt. Michael Boyd, electrician, 459th CES, reviews plans with Eric Scott, foreman of Blazer's Construction, to do plumbing, electrical and concrete work.

FLIGHTLINE

Question: What do you hope the new year will bring?



A1C Kemonty Furman, 459 ASTS

"I hope to see more troops returning home to their families."



A1C Michael Treut, 459 ASTS

"I hope to find fulfillment of my goals and personal achievements."



A1C Shaquita Darby, 459 SVS

"I hope to see prosperity and hope for the youth of tomorrow."



A1C Jenelle Strachan, 459 SVS

"I hope to see togetherness in the Air Force and Air Force Reserve and with our friends and enemies."



A1C Stephaney Green, 459 SVS

"I hope to see good health for my children and success in my Air Force career."

Electronic W2 for 2004 is available on myPay

Your W2 is now available at <https://mypay.dfas.mil/mypay.aspx?flps=W2S~DJMSR>.

The Defense Finance and Accounting Service (DFAS) implemented the myPay web-based system in March 2000. myPay delivers pay information and lets you process pay-related transactions timely, safely and securely.

The Web-based system reduces the risks of identity theft associated with postal delivery by allowing members to access electronic W2, LES and other financial information. myPay matches industry

standards for the highest level of encryption and security to protect myPay users. If you do not have a PIN for accessing myPay, you can obtain one via email by clicking on the New PIN button on the myPay website at the web address shown above. A temporary PIN will be e-mailed to your official email address. If you have any questions concerning myPay, please call our contact center toll free at 1-800-390-2348. If the information posted to your W-2 is incorrect, please contact your servicing pay office or your customer service representative for assistance.

Take advantage of Microsoft 'Home Use Rights'

AFRC recently received approval to establish "Home Use Rights" for Microsoft desktop software for all AFRC employees. This includes all AFRC military, civil service, and contractors with a government ("af.mil") e-mail address. "Home Use Rights" gives AFRC employees the right to install the latest release of Microsoft's Office Professional software (Word, PowerPoint, Excel, Outlook, and Access) on their home computers.

2. The Home Use Program is a valuable benefit of our enterprise agreement, and we hope it will enhance the productivity of our people. The procedures outlined below will allow those personnel on AFRC's 16 main bases and tenant units to obtain Microsoft applications for home use under this program.

To access the Microsoft Home Use Program web site, please follow the steps below.

- Go to <<<[<>>>](https://hup.microsoft.com/)
- Select the country to which you wish your order to be shipped to and choose the language for viewing the order web site.
- Enter your corporate e-mail address (must end with af.mil) and insert the following program code: F81A2280B6. Note: this program code is assigned AFRC for our sole use in accessing this site. You must not share this number with anyone outside our command.
- An e-mail will be automatically sent to the e-mail address you provide that will include a link to the web site where your order will be processed.
- Place your order on-line and it will be shipped to the location you have chosen. A fulfillment fee of \$21.50 will be charged to your credit card to cover shipping and handling costs.

Reserve troops urged to keep employers informed

By Army Sgt. Stephanie L. Carl
17th Public Affairs Detachment

BAGRAM AIR BASE, Afghanistan — Behind nearly every deployed National Guardsman or reservist, there is a civilian employer who is waiting for that employee to return.

Most civilian employers support their servicemembers by holding positions for them, while some even maintain insurance benefits. The better the relationship these deployed citizen-soldiers maintain with their employer, the better their reintegration is likely to be upon returning to their civilian jobs."

Troops need to take the time to involve their employers in what they are doing," said Maj. Gen. Steve Read, U.S. Army Reserve readiness commander. "If soldiers keep their employers informed and abreast of what's going on, the employers will tend to be more receptive."

The first step in keeping employers informed is ensuring they know the initial timeframe for a deployment, when the deployment is expected to start and about how long it will last. All National Guardsmen and reservists fall under the guidelines of the Uniformed Services Employment and Re-employment Rights Act.

This act provides strict guidance for both servicemembers and employers. Some employers choose to go above and beyond what the act requires."

There have been some employers who have continued health insurance during deployments, or at least until the servicemembers are able to pick up their Tricare benefits," said Master Sgt. Gregory

Jacobs, Army Reserve Affairs retention noncommissioned officer for Afghanistan. These benefits help the families who are left behind, and they help the servicemembers by easing the stress a deployment can induce. There are various awards at both the state and federal level to recognize those employers who go out of their way to support Guard and Reserve troops."

To many employers, it is a big deal to get these awards," said Lt. Col. Charles Kirchen, Army Reserve Affairs officer in charge for Afghanistan. It is up to the individual servicemembers to recommend their employers for awards. This can be done through the National Committee for Employer Support of the Guard and Reserve Web site. But there are other ways to show appreciation."

Servicemembers can show their appreciation very easily," said Capt. James Carmichael, an Army Reserve officer based out of Fort Wayne, Ind. "Something as simple as having a flag flown in their honor and presenting it with a certificate can mean a lot to an employer."

Besides small tokens of appreciation, servicemembers should continue to communicate with their employers throughout their deployment, officials said. "Stay in touch with them, let them know you're all right," said Sgt. Maj. Scott White, Reserve Affairs senior enlisted adviser for Afghanistan. "Employers are just as concerned about the well-being of their (employees) as anyone else — they want to know you're being taken care of."

In the end, it all goes back to communication, Sergeant Major White said. "If you're up front and honest with your employer, (he or she) will be able to support you better."

Gen. Tanzi selected as AFRC Vice Commander

By 1st Lt. Lance Patterson
AFRC Public Affairs

ROBINS AIR FORCE BASE, Ga. – Maj. Gen. David E. Tanzi will return here in January to serve as vice commander of Air Force Reserve Command.

He will replace Maj. Gen. John J. Batbie Jr., who will retire after he relinquishes his post to General Tanzi Jan. 21. General Tanzi currently commands 10th Air Force, Naval Air Station Joint Reserve Base Fort Worth, Texas. Before that assignment, he was director of plans and programs at Headquarters AFRC, here, from February 1999 to March 2002.

Other assignments include: Commander of the 419th Fighter Wing, Hill AFB, Utah, from

July 1993 to February 1999. Commander of the 906th Fighter Group, Wright-Patterson AFB, Ohio, from July 1987 to July 1993. Deputy commander for operations and later commander of the 917th Tactical Fighter Group, Barksdale AFB, La., from December 1985 to July 1987. As the vice commander of the Air Force Reserve, General Tanzi will oversee AFRC daily operations.

General Tanzi is a native of Hanover, N.H. He entered the Air Force through the Ohio Air National Guard in 1968 and earned his wings in 1970. As a fighter weapons school graduate, he has held several supervisory and command positions to include serving as a squadron, group and wing commander.

General Tanzi is a command pilot with more than 4,500 flying hours in several fighter air-

craft.

He flew combat missions over northern Iraq in support of Operation Provide Comfort II. The general retired from civil service Dec. 3. He is now a full-time reservist in the Active Guard and Reserve program.



Maj. Gen. David E. Tanzi

HISTORICAL PERSPECTIVE



An official opening of a new museum dedicated to a 459th BG crew in Poland opened in December 2004 to honor a B-24 that crashed in the mountains southeast of Cracow, all crew but the pilot managed to bail out and were rescued by the Polish partisans. The body of the pilot, 2Lt. William J. Beimbrink, has never been found. The "California Rocket" crash site has been very well documented in the past, and a memorial was built a few years ago. Now, a new, larger museum will be opened on the 60th anniversary of the crash. The B-24 was #42-51714 "California Rocket," and was lost on a Dec. 18, 1944 on a mission to Oswiecim/Auschwitz.

Courtesy of www.armyairforces.com

Servicemembers with unique jobs sought for documentary

By Donna Miles
American Forces Press Service

WASHINGTON (AFPN) — Do you or someone you know have an intriguing job that many people would never guess exists in the military? If so, this may be your golden opportunity to shine in a made-for-TV documentary to be shot this summer.

Officials in the Defense Department's joint advertising, market research and studies office are on the lookout for servicemembers with unique jobs to be featured in a documentary that highlights the vast array of experiences and training the military offers.

Servicemembers willing to donate their time and stories have until Jan. 15 to nominate themselves or someone they know for the project through an online questionnaire. Candidates will be selected in late January, and editing and production will take place this summer.

Besides highlighting jobs that the public may not necessarily associate with the military, the documentary will also illustrate how servicemembers found their way to their unique jobs.

The audience will include parents, educators and other adults who help young people make decisions about their careers and futures.

Maj. Rene Stockwell, the office's chief, said the goal of the documentary is to highlight the diverse opportunities the military offers to its members — particularly those beyond the well-known jobs held by fighter pilots, paratroopers and computer experts.

"The military offers 4,100 different jobs, and this documentary will cover just a tiny fraction of them," she said. "But we hope it will help whet people's (appetite) so they will want to learn more about the military."



Fuel to the fight—20's style

By Capt. Patrick Maloney
Wing Public Affairs

This is a reprint of the first in a series of five stories highlighting the history of flight and air refueling.

Today, aerial refueling is a refined art carried out with skill and precision by highly trained aircrews. Fighters, bombers and transport aircraft sidle up to the tanker with grace worthy of the term “aerial ballet.”

Its beginnings, however, were more Ringling Brothers than swan lake. Like the era in which it was born, aerial refueling began as a wild and sometimes dangerous endeavor, carried out in a haphazard and experimental manner.

According to Dwayne A. Day of the U.S. Centennial Flight Commission, the first attempt to refuel an aircraft in flight occurred in 1918. In this attempt, Lt. Geoffrey Cabot, U.S. Navy Reserve, equipped his aircraft with grappling hooks and snagged floating gas cans out of the ocean.

The first actual aerial refueling took place three years later when a barnstormer named Wesley May walked from the wing of a Lincoln Standard to the wing skid of a Curtis JN-4 “Jenny” with a five-gallon gas can on his back. Once on the wing of the Jenny, May unstrapped the gas can and poured its contents into the fuel tank of the JN-4. Despite its utility, this was a dangerous and impractical way to do business. A safer, more efficient system was needed.



The crew of the Question Mark, Maj. Carl Spaatz, Capt. Ira Eaker, Lt. H.A. Halverson, Lt. E.R. Quesada, and Sgt. R.W. Hooe. (U.S. Air Force Museum photo.)

In July of 1923, the Army Air Service, predecessor to our Air Force, found the answer. Using a hose, the first successful air-to-air refueling was accomplished. They had found a way to do it. But would this procedure be militarily useful? To find out, the Air Service took to the task of testing the usefulness of the aerial refueling concept.

Lieutenant's John Richter and Lowell Smith were chosen for this demanding mission. Using aerial refueling, they managed to fly their de Havilland DH-4B for 37 hours, covering more than 3,200 miles.

They were refueled 15 times by another DH-4B that delivered 75 gallons of fuel through a hose along with oil and other supplies.

Later, they used aerial refueling to fly non-stop from the Canadian border to Tijuana, Mexico, a distance of 1,300 miles. They had proven it could be done. Unfortunately, their flights ended after an accident just one month later.

One of the most remarkable events in the development of aerial refueling took place in 1929. Records maintained by the U.S. Air Force Museum indicate, a Fokker C-2A nicknamed the Question Mark took off from Van Nuys, Calif.

On New Year's Day, 1929, in an attempt to set a new endurance record, the Question Mark would have to be refueled in flight.

The first refueling took place directly over the Rose Bowl in Pasadena, Calif. Two Douglas C-1 biplanes were used as tankers. This flight set the stage for aerial refueling as we know it today.

No radios were installed on the Question Mark so the crew improvised. To maintain communi-



Lt. Ira Eaker reaches for the refueling hose during the historic flight of the 'Question Mark,' a Fokker C-2A. (U.S. Air Force Museum photo.)

cation with support teams on the ground, the crew dropped hand written notes. To communicate with the tanker, hand signals, flashlight signals, and messages written on chalkboards were used. Because the hose was only to be used for fuel, supplies such as food water and oil were lowered to the Question Mark by rope. Despite these obstacles, the flight was a great success. The crew of the Question Mark was comprised of men whom would become legends in the history of the US Air Force.

They were Carl A. Spaatz, Ira Eaker, Elwood Quesada, Harry Halverson and Roy Hooe. Three of these men: Spaatz, Eaker, and Quesada went on to become generals and lead the American air effort in World War II. Halverson later led B-24s into combat as a colonel—including the infamous raid on the oil fields of Ploesti, Romania in 1943. The Question Mark stayed aloft for 150 hours, 40 minutes, 14 seconds. It was refueled 42 times (9 of them at night) and landed only after an engine failed. The Air Corps was thrilled.

The flight thoroughly tested the reliability of the plane, its engines, and the effects of continuous flight upon aircrew members. It also sparked great interest in aviation and led to increased public support for the fledgling American Air Corps. Aerial refueling was born and America seemed ready for any challenge.

Fighter pilot film about teamwork, thrill of flight

by Staff Sgt. C. Todd Lopez
Air Force Print News

CHANTILLY, Va. — Civilians and Airmen alike can get breathtaking insight into parts of the Air Force they may not have seen before. The IMAX film “Fighter Pilot: Operation Red Flag,” premiered Dec. 2 at the National Air and Space Museum here. Filmgoers got an inside look at one of the Air Force’s largest training exercises, called “Red Flag.”

But the film is about more than an exercise, said Lt. Gen. Steven G. Wood, Air Force deputy chief of staff for plans and programs. “This movie is about our Air Force and what it means to be in the Air Force,” General Wood said. “The title is ‘Fighter Pilot: Operation Red Flag,’ but it is really about the whole Air Force. That pilot wouldn’t be in the air without the maintainers, support personnel or (firefighters).”

Red Flag exercises are run by the Airmen of the Air Warfare Center at Nellis Air Force Base, Nev. General Wood was the director of the center during the making of the film.

A typical Red Flag exercise pits “friendly” blue forces against “hostile” red forces in mock combat situations to test the mettle of pilots and support crews. Blue forces are made up of units from the Air Force and its sister services, as well as units from American allies. Red forces are composed of Red Flag’s adversary tactics division, whose pilots fly F-16 Fighting Falcons.

Capt. John Stratton is an F-15 Eagle pilot assigned to Eglin Air Force Base, Fla., and the “star” of the film — a young pilot who had never before been to a Red Flag exercise. The captain narrates much of the film, providing insight into what drives him as a pilot. At the beginning of the film, viewers learn the captain’s grandfather was a Marine Corps fighter pilot in World War II and served as a role model and hero for him in his youth.

Captain Stratton came to the Red Flag exercise with aspirations of proving himself, of being a hero and of “winning.” But what he learns during the course of the film, and what he conveys through his narration, is that Red Flag is not about being a hero. Rather, it is about being part of a team of Airmen that come together to complete the mission. “What I take away from my experience is the realization that we are all part of the greater team of the Air Force,” Captain Stratton said.

That team includes the pilots, mission planners, engine mechanics, firefighters, search and recovery teams and anybody else who wears the Air Force uniform. The film is full of breathtaking scenery. The audience is treated to a rollercoaster-like ride through the valleys and mountains of the Nevada desert — the range where most of Red Flag takes place. But the film takes plenty of diver-

sions into areas where most people enamored with the thrill of flight might not have thought about.

Filmgoers see Airmen building bombs that will be loaded on blue force aircraft. They see a team of engine specialists repairing a damaged jet engine and then reinstalling it onto an aircraft. They see firefighters training to pull pilots from a burning aircraft.

At one point during the film, viewers get a close-up of a technical sergeant removing a stone from a crevice on the flightline. A voiceover explains the dangers of foreign objects being sucked into aircraft engines. The camera tilts and pulls back to reveal an entire line of Airmen pulling debris off the flightline. With the music, the scenery and the camera angle, an early morning “FOD walk” never looked so cool, and it is apparent no job is too small at

Red Flag. “While I was at Red Flag, I came to appreciate the idea that I was part of a team,” the captain said. “It was sobering. We go to Red Flag as a team, we go to war as a team, and we fight as a team. I really hope people take that away as well.”

“Fighter Pilot: Operation Red Flag” was directed by veteran film maker Stephen Low. Mr. Low said one of the challenges of making the film was finding a way to compress the massive scale of what happens at a Red Flag so moviegoers could see it all on screen and understand it. “How were we ever going to get in the middle of a 600-mile-an-hour air war with 125 aircraft of all types at every conceivable altitude ... and taking place over many square miles of desert?” he asked. “I don’t think we knew when we started how much we had bitten off.”

But Mr. Low said Air Force officials, with the help of people at the Boeing Corporation, ensured the film could be made. “(They) were committed to making a great

film,” he said. Also challenging was ensuring the film was true to life, he said. “(The) pilot and everybody wanted it to be absolutely real — none of this in a fake cockpit in a studio,” he said. “Pilots wanted real dogfights, with real aircraft fighting it out.”

General Wood said he also wanted it to be real. There is a lot of action in the movie, a lot of close-ups and a lot of white-knuckle twists and turns. What is not in the film is unrealistic flying for the purpose of thrilling the viewer. “There is no hot-dogging in the Air Force,” General Wood said. “There will be scenes, because of the magnification, that I hope are very exciting. But there is nothing in there that we don’t practice day-to-day in training for conflict. “I was concerned they were going to make this into something it wasn’t. But I know the fliers in it performed superbly and by-the-book, and I hope people walk away with a pride and respect for the Air Force,” he said.

The film will be showing in as many as 70 IMAX theaters around the United States over the next year. For more information about the movie and to find local theaters that show the film, visit www.fighterpilotfilm.com.



CES steps up for Operation Noble Eagle

By Master Sgt. Shayne Sewell
Wing Public Affairs

Trucks are lined up one after another waiting to enter the “dog pound.” Since Sept. 11, the North Gate has become the entry control point for civilian contractors and delivery trucks.

Transparent to most people, each and every contractor who enters Andrews Air Force Base, Md., must have an escort from the North Gate to the job site and must also have an escort at all times on the job site.

One would think security forces would provide the escorts for these contractors but surprisingly they don’t. While security forces provides the vital security to the base for our safety and well-being, its volunteers from the 459th Civil Engineering Squadron who escort each civilian contractor entering the base.

Since Sept. 11, approximately 25 traditional reservists from the 459th CES have volunteered to provide the necessary watchful eye on the contractors. This duty falls under Operation Noble Eagle, which began Sept. 15, 2001, for homeland defense and civil support missions in response to the terrorist attacks Sept. 11 at the New York World Trade Center and the Pentagon.

“We fill the niche naturally,” says Chief Master Sgt. Don Ellington, 459th CES superintendent, “because we routinely train and work closely with security forces.” The CES members are also familiar with the construction work needed to be done so any suspicious activity on the part of the contractor would be identified quickly by a CES member.

“Our guys also already have the necessary security clearances, familiarization with the base, and they tend to be more flexible than a contracted escort,” said Ellington. At one time, a civilian security company was hired to provide escort responsibilities on the base but it didn’t run so smoothly said, George Anderson, construction representative for the 89th Civil Engineering Squadron here.

“We had one construction project worth more than \$4 million dollars,” said Anderson, “and if it weren’t for the 459th CES guys escorting the contractors, we would have had to pay thousands of dollars in delay fees to the construction company for the work being delayed.” Contractors are not allowed

on the flightline unescorted since Sept. 11, so this job would have been delayed while a solution was found.

According to Anderson, hiring civilian contractors to escort is not beneficial because they have to obtain the proper security clearances and become familiar with the base and its operations before they would be able to escort. The cost of training and obtaining security clearances can get up into the millions of dollars, Anderson said.

“I prefer to keep the 459th aboard,” Anderson said, “but we have to get Air Mobility Command approval to keep them on beyond March of this year.” There are enough construction projects planned to keep the 459th CES members escorting for the next two to three years and beyond.

On an average week, the 459th CES provides about 12 escorts for construction jobs ranging from plumbing to structural to electrical to concrete to fencing jobs.

The escorts are responsible for getting the contractors off the flightline during ramp freezes when the flightline must shut down operations for the arrival of the president, vice president, and other distinguished visitors arriving to fly out.

The escorts are directly in touch with the air traffic control tower to report movement on and off the flightline, and at times, the active runway.

The contractors move swiftly from the “dog pound” to their job site destination on the flightline as most work under a certain time limit. “It’s our responsibility to get them to the job site to ensure their work gets done in a timely manner. We are there to help them in any way we can,” said Senior Master Sgt. Arthur Flecker, 459th CES, heavy equipment technician. Despite working long hours and having to be watched, the contractor’s say working here is like working at the “most awesome daily airshow,” said Flecker.

Tech Sgt. Richard Reitan, utilities technician, 459th CES, unlocks the entry control point to the flightline to give entrance to civilian contractors needing to perform work at that location. Reitan is one of 25 CES workers to volunteer under Operation Noble Eagle since Sept. 11.



Stratotankers provide more than refueling capabilities

By 2nd Lt. Heather Alden

100th Air Refueling Wing Public Affairs

ROYAL AIR FORCE MILDENHALL, England — The KC-135 Stratotankers of the 351st Air Refueling Squadron here have recently added aeromedical evacuation and airlift missions to their “been there, done that” list.

Including medevac and airlift missions to the KC-135’s responsibilities helps leaders meet two of the Air Force’s primary missions: global reach and global power, officials said.

“We’re doing a lot of things in the KC-135 right now that it wasn’t built for — things the designers never imagined it would do,” said Maj. Andre Briere, 351st ARS director of operations.

In addition to having a long range, the KC-135, the aircraft can carry up to 83,000 pounds of cargo, enough for some airlift tasks officials said. Although the C-21, C-

141 Starlifter and C-130 Hercules are still the Air Forces’s primary medevac aircraft, the KC-135 has picked up some in-theater missions since the C-9 Nightingale was phased out of the Air Force inventory in 2003.

It is a lot easier on the patients’ health to fly nonstop in a KC-135 than it was to make the several stops in a C-9, Major Briere said. “The C-9 ... would have to stop about four times to refuel before it could make it (from Africa to Germany). It takes a tremendous amount of time,” he said.

“In the meantime, who knows what’s happening with these patients. They could be getting a lot worse, (with cabin pressure) going up and down (and the constantly) changing altitude.”

The 351st ARS has also picked up a traditional cargo airlift mission normally flown by C-141s. “On an average day, we’ll have one (airlift) mission going out and probably six or seven (refueling missions),” Major Briere

said. The airlift missions play a dual role moving material as well as offering training opportunities for the medevac teams at Ramstein Air Base, Germany.

“Mildenhall’s been really helping us out, letting us do training to get certified on the aircraft,” said Senior Airman Melissa Morales, 86th Aeromedical Evacuation Squadron medevac technician and instructor. Adding medevac and airlift support to the KC-135’s bag of tricks makes this airframe an asset for commanders, said Gen. Robert H. “Doc” Foglesong, USAFE commander.

“The way we do these missions is that we establish a requirement, and we then look for the most logical airframes that can get us in and out of where we need to be in contingency operations,” he said. “Sometimes it’s a C-130, sometimes it’s a C-17, and sometimes it’s a KC-135 because it can carry a lot in the back, and it can go a long distance,” General Foglesong said.



ROYAL AIR FORCE MILDENHALL, England – KC-135 Stratotankers have added to their air-refueling chores with aeromedical evacuation and cargo airlift missions. The KC-135’s expanded role has enhanced the medevac and airlift capabilities within the European theater. (U.S. Air Force photo by Senior Airman Meghan Geis)

FEGLI rates rise for some participants

RANDOLPH AIR FORCE BASE, Texas - Some Air Force Federal Employees Group Life Insurance participants with Option B coverage will see an increase in premiums in January.

In September 2002, the Office of Personnel Management announced additional age bands for Option B and that the premiums for these age bands would be phased in over a three-year period. Premium rates for Phase I were effective Jan. 12, 2003 and Phase II began Jan. 11, 2004.

Now, Phase III — which affects employees age 65 and over — will be applied at the beginning of the first full pay period in January 2005, which for most Air Force-serviced civilian employees will be Jan. 9. The increased premium will be reflected in the Jan. 28 Leave and Earnings Statement.

According to the Office of Personnel Management, today's generally lower mortality rates are the reason for the FEGLI premium changes that began in 2003.

A word of caution however, Option B coverage reduced or canceled prior to retirement cannot be picked back up after retirement, warns Ms. Janet Thomas of the civilian Benefits and Entitlements Service Team here at the Air Force Personnel Center.

The new rates can be found on the OPM FEGLI Web page at www.opm.gov/insure/life. Employees planning to retire soon should check out the monthly rate column, according to Ms. Thomas.

Employees may cancel (waive) or decrease Option B coverage at any time, but should remember that opportunities to pick it up again are limited.

To avoid paying the increased premium, an election to decrease or waive Option B should be submitted no later than Jan. 8 via the Employee Benefits Information System Web application at www.afpc.randolph.af.mil/dpc/BEST_GRB/EBIS.htm, or the BEST automated phone system: (800) 616-3775 for employees in the United States (press 2 for civilian, then 2 for benefits and entitlements, and follow the prompts).

Overseas employees will dial a toll-free AT&T direct access number for the country they're in, then (800) 997-2378. Direct access numbers can be found at http://www.att.com/business_traveler/guides_and_access/dialing_instr.html#outside.

Additional information can be found on the BEST homepage at www.afpc.randolph.af.mil/dpc/best/fegli.htm.

Benefits and Entitlements Service Team counselors are available to answer questions weekdays, 7 a.m.- 6 p.m. Central Time at the above numbers. Hearing impaired employees may call the TDD line at (800) 382-0893, commercial 565-2276 within San Antonio.

Turn in your travel voucher ASAP!

When you come back from a tour of duty, the first thing you may want to do is relax and unwind. Well, maybe there is a little time for that. But soon after that short recuperative period, you need to complete your travel voucher, DD Form 1351-2, and turn it in.

According to Nancy Kessler, 459th military pay supervisor, wing members are supposed to turn in their travel vouchers within five days after completing their TDY. This will help ensure that the official travel expenses you placed on your Government Travel Card (Bank of America Card) are paid on time, taking the burden off of your shoulders.

The reason the official expenses will be paid, is because servicemembers are required to fill out the *split disbursement* block in the *payment* section on the top left side of the travel voucher. There, a servicemember will annotate the total amount of all of his official travel expenses, and that amount will automatically be paid to Bank of America through the travel pay system. If you turn in your voucher after that five day period, you may get stuck with a bill you'll have to pay, before you get your travel pay reimbursement.

Got it? Good.

Now that your travel voucher is filled out, you've got to turn it in. Bring your travel voucher to the wing building and turn it in to Military Pay, room 106; or to the wing executive officer, Maj. Cathy Carter, room 226; or if you wish, you can hand carry your voucher to the 89th travel pay office yourself. Make sure you have two copies of the completed voucher, two copies of your orders and one copy of your receipts. Other than yourself, command staff representatives are the only ones who will carry your voucher over to the 89th Airlift Wing. This will be accomplished three times a week. There are no group reps to carry vouchers to the 89th.

If you do plan to take your travel voucher to the 89th yourself, please note that there is no longer a drop box at the 89th travel pay office to leave vouchers. But you do have the option to go there, sign in, and have your voucher reviewed by customer service. If it has been filled out properly, your voucher will then be accepted.

And if you do choose to take your voucher to the 89th, you must submit a copy of your voucher and order to either 459th Military Pay or Maj. Carter's office with the following verbiage: "Voucher Submitted to 89 AW on day/month/year." If you don't see a deposit to your BOA card within 3 weeks, please bring it to the attention of your senior ART to research the delay. If you have any questions or need more information, please contact Maj. Carter at 240-857-3765.

Family Support ready and here to serve

By Master Sgt. Matthew Brown
459th Family Support Office

The military commitment that reservists make have a profound effect on their families. There is no denying the military lifestyle, the possibility of unexpected deployments, often into areas where there is unrest, can play havoc on a family unit. The Family Support Office offers a variety of services to support military families during these stressful times.

Family Support programs are ready made for the unique demands of military life. Information and Referral is the cornerstone of the program. An assessment of the family's needs are matched with appropriate resources found either in the community or as a direct service. On going leadership consultation and coordination facilitate timely responses to new demands and situations. Crisis assistance offers short term support. Deployment assistance ensures personal family support during periods of separation.

Among the service offered by your Family Support Office are:

- Family Readiness Data Card completed by member at deployment for special needs
- Video telephones available at deployed site and unit site
- Joint inter-service family assistance services
- Volunteer opportunities
- Reunion activities
- Family support groups
- Morale calls
- Letter writing kits for children
- E-mail
- Phone cards

The 459th ARW Family Support Office is proud to introduce to

you our newest staff member who is bilingual; answers hundreds of questions simultaneously; and can provide definitive answers to questions about parenting, living wills, health issues, even how to bring a pet into the family.

It's called Air Force One Source, just like its Web site airforceonesource.com. It's a free resource requiring no appointment because it's virtual — a Web site devoted to family information.

The Department of Defense-funded site, which has sites for all branches of service, is

an expansion of family support office programs. Its information is also available by phone, within the United States, by calling (800) 707-5784.

When logging on the first time, the user ID is "airforce" and generic password "ready." That information allows users to set up their own profiles and passwords. Users are prompted to input demographic information, then to choose either from the "My Air Force One Source" or go to the general site. Choosing the "My" option allows users to create a profile and select and use their own user IDs and passwords. After users establish a password and profile, they'll receive a page tailored to their specific preferences.

Volunteering is an American tradition that over the years has made an immeasurable contribution to communities, organizations, individuals and the military throughout the country. Today's retired military volunteers are active, dynamic, creative individuals of all ages who possess the skills, desire, patience and time to accomplish a wide variety of tasks. Volunteers are, without a doubt, Very Important People!

We, in the family support business, can always use a hand! Come join our team today and help our military families! If you are a Reservist, reserve family member, friend, or retired military and are interested in volunteering, please call your Family Support Office at (240) 857-7043, or toll free at 1-877-252-3758, or 24-hour cell (202) 528-7615.

March 2005 Family Support Day Saturday, 19 Mar 05

Spouse Orientation - The Family Support Office invites all spouses of 459 ARW members to join us for a day tailored just for them. We will provide spouses with an inside look at the mission of the 459th ARW, offer a few briefings on military entitlements, a luncheon and an aircraft tour.

Kids Warrior Day - We also would like to invite the children of 459 ARW members to a day of fun with an inside peek of what mom/dad goes through for a deployment. The junior members will be able to experience a mobility processing line, receive an aircraft tour, an up close look at a fire engine, plus attend other fun activities. All kids that attend will receive t-shirt and dog tags. The day will conclude with a pizza party. We request that children be over the age of 5.

Advanced reservations required when making a reservation, please provide the names and ages of your children. Reservations will be accepted, for both the spouse orientation and the kids day, during the January and February UTA's and may be made by calling 240-857-7048 or toll-free 877-252-3758 or you may e-mail Jennifer.Hutcherson@andrews.af.mil or matthew.brown4@andrews.af.mil

****We are also recruiting for members to help out with the event, so if you love to work with kids or would like to help out with the spouses, please use the above information to contact us.**



Executive order makes 2005 pay tables official

ARLINGTON, Va. (AFPN) — President George W. Bush signed an executive order Dec. 30 making the 2005 military and civilian pay tables official. The 2005 pay scales are available online at the following Web sites: Military Pay Tables — www.dfas.mil/money/milpay/pay/

Civilian Pay Tables — www.opm.gov/oca/05tables/index.asp/. Congress approved an average raise of 3.5 percent for military servicemembers, and the President's order provided for an across-the-board increase of 2.5 percent in base pay for the Foreign Service and certain pay scales used by the Department of Veterans Affairs.

DRILL PAY (Effective January 1, 2005)															
Pay Grade	2 or less	Over 2	Over 3	Over 4	Over 5	Over 6	Over 7	Over 8	Over 9	Over 10	Over 11	Over 12	Over 13	Over 14	Over 15
O-7	6,666.00	6,975.00	7,110.00	7,233.00	7,439.10	7,642.50	7,878.30	8,113.50	8,349.00	8,589.40	8,714.60	8,714.60	8,714.60	8,714.60	8,763.80
1 Drill	222.20	232.52	237.30	241.15	247.97	254.75	262.61	270.49	278.30	286.98	293.82	293.82	293.82	293.82	295.46
4 Drills	888.80	930.08	949.20	964.60	991.88	1019.00	1050.44	1081.80	1113.20	1144.92	1176.28	1176.28	1176.28	1176.28	1201.84
O-6	4,940.70	5,427.90	5,784.00	5,784.00	5,805.90	6,054.90	6,067.90	6,067.90	6,433.80	7,045.50	7,404.60	7,763.40	7,967.70	8,174.10	8,575.50
1 Drill	164.69	180.93	192.80	192.80	193.53	201.83	202.93	202.93	214.46	234.85	246.82	258.78	265.99	272.47	285.05
4 Drills	658.76	723.72	771.20	771.20	774.12	807.32	811.72	811.72	857.84	939.40	987.28	1035.12	1062.36	1089.88	1143.40
O-5	4,118.70	4,639.80	4,961.10	5,021.45	5,221.50	5,241.80	5,605.50	5,799.00	6,048.80	6,431.10	6,613.20	6,793.20	6,997.50	6,997.50	6,997.50
1 Drill	137.29	154.66	165.37	167.38	174.05	178.06	186.85	193.30	201.62	214.37	220.44	220.44	233.25	233.25	233.25
4 Drills	549.16	618.64	661.48	669.52	696.20	712.24	747.40	773.20	806.48	857.48	881.76	905.76	933.00	933.00	933.00
O-4	3,553.80	4,113.90	4,388.40	4,449.60	4,704.30	4,977.80	5,317.50	5,582.70	5,766.80	5,872.20	5,933.70	5,933.70	5,933.70	5,933.70	5,933.70
1 Drill	118.46	137.13	146.28	148.32	155.81	160.92	177.25	186.09	192.22	195.74	197.79	197.79	197.79	197.79	197.79
4 Drills	473.84	548.52	585.12	593.28	627.24	663.68	709.00	744.36	768.88	782.90	791.16	791.16	791.16	791.16	791.16
O-3	3,124.50	3,542.10	3,823.20	4,168.20	4,367.70	4,586.70	4,728.60	4,962.00	5,063.20	5,063.20	5,063.20	5,063.20	5,063.20	5,063.20	5,063.20
1 Drill	104.15	118.07	127.44	138.94	145.59	152.89	157.62	165.40	169.44	169.44	169.44	169.44	169.44	169.44	169.44
4 Drills	416.60	472.28	509.76	555.76	582.36	611.56	630.48	661.60	677.76	677.76	677.76	677.76	677.76	677.76	677.76
O-2	2,699.40	3,074.70	3,541.20	3,690.90	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20	3,736.20
1 Drill	89.98	102.49	118.04	122.03	124.54	124.54	124.54	124.54	124.54	124.54	124.54	124.54	124.54	124.54	124.54
4 Drills	359.92	409.96	472.16	488.12	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16
O-1	2,343.60	2,439.00	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10	2,948.10
1 Drill	76.12	81.30	98.27	98.27	98.27	98.27	98.27	98.27	98.27	98.27	98.27	98.27	98.27	98.27	98.27
4 Drills	312.48	325.20	393.06	393.06	393.06	393.06	393.06	393.06	393.06	393.06	393.06	393.06	393.06	393.06	393.06
O-1E				4,168.20	4,367.70	4,586.70	4,728.60	4,962.00	5,158.50	5,271.00	5,424.60				
1 Drill				136.94	145.59	152.89	157.62	165.40	171.95	175.70	180.82				
4 Drills				555.76	582.36	611.56	630.48	661.60	687.80	702.80	723.28				
O-2E				3,690.90	3,736.20	3,855.30	4,055.70	4,211.10	4,326.60	4,326.60	4,326.60				
1 Drill				122.03	124.54	128.51	135.19	140.37	144.22	144.22	144.22				
4 Drills				488.12	498.16	514.04	540.76	561.48	576.88	576.88	576.88				
O-1E				2,948.10	3,140.80	3,254.80	3,383.70	3,500.70	3,690.90	3,690.90	3,690.90				
1 Drill				98.27	104.96	108.83	112.79	116.69	122.03	122.03	122.03				
4 Drills				393.06	419.84	435.32	451.16	466.76	488.12	488.12	488.12				

DRILL PAY (EFFECTIVE JANUARY 1, 2005)															
Pay Grade	2 or less	Over 2	Over 3	Over 4	Over 5	Over 6	Over 7	Over 8	Over 9	Over 10	Over 11	Over 12	Over 13	Over 14	Over 15
W-5															
1 Drill															
4 Drills															
W-4	3,228.60	3,473.40	3,573.30	3,671.40	3,840.30	4,007.10	4,176.30	4,341.50	4,511.70	4,779.00	4,956.00	5,117.40	5,290.80	5,461.80	5,636.40
1 Drill	107.62	115.78	119.11	122.38	128.01	133.57	139.21	144.70	150.39	156.30	162.00	167.58	173.36	179.00	184.00
4 Drills	430.48	463.12	476.44	489.52	512.04	534.28	556.84	578.80	601.56	623.20	645.00	666.72	688.44	710.16	731.88
W-3	2,948.40	3,071.70	3,197.40	3,239.80	3,371.10	3,502.30	3,621.80	3,748.90	3,878.90	4,009.50	4,144.50	4,284.00	4,428.00	4,576.80	4,730.10
1 Drill	98.28	102.34	106.58	107.96	112.37	117.41	124.08	130.63	137.61	144.61	151.61	158.61	165.61	172.61	179.61
4 Drills	393.12	409.36	426.32	431.84	449.48	468.64	488.32	508.52	529.24	550.44	571.64	592.84	614.04	635.24	656.44
W-2	2,593.00	2,741.70	2,871.30	2,965.50	3,046.20	3,208.20	3,436.00	3,564.30	3,697.00	3,771.30	3,842.40	3,917.40	4,111.50	4,247.40	
1 Drill	86.43	91.39	95.71	98.85	101.54	108.94	114.90	119.80	122.90	125.71	128.08	132.56	137.05	141.53	
4 Drills	345.60	365.56	382.84	388.40	408.16	435.76	459.60	475.20	491.40	502.84	512.32	520.52	548.20	566.32	
W-1	2,290.30	2,477.70	2,603.10	2,684.40	2,800.40	3,030.00	3,146.40	3,275.40	3,393.90	3,438.50	3,564.30	3,659.70			
1 Drill	76.34	82.54	86.77	88.48	96.68	101.03	104.88	109.18	112.93	114.61	118.61	121.99			
4 Drills	305.30	330.36	347.08	357.52	386.72	404.12	410.52	435.72	448.12	458.44	473.24	487.96			
E-6															
1 Drill															
4 Drills															
E-5															
1 Drill															
4 Drills															
E-4															
1 Drill															
4 Drills															
E-3															
1 Drill															
4 Drills															
E-2															
1 Drill															
4 Drills															
E-1															
1 Drill															
4 Drills															
E-1 (minus ACQU)															
1 Drill															
4 Drills															

Reservist returns POW/MIA bracelet worn in remembrance

By Senior Airman Nicole Talbert
445th Airlift Wing Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFPN) — A reservist here who pledged to keep the memory of a fallen Airman alive for almost 20 years has returned the Vietnam warrior's POW/MIA bracelet to his family after he was finally laid to rest. Master Sgt. Sheila Couzins, an intelligence analyst in the 445th Operations Support Squadron, purchased a red aluminum bracelet in 1985 outside the base exchange at Sheppard Air Force Base, Texas, while attending technical school.

Sergeant Couzins chose the bracelet engraved with Chief Master Sgt. Harold Mullins' name because he was an enlisted Airman and he was from Denver, Colo. Similarly, Sergeant Couzins' father was enlisted in the Air Force and had retired from Lowry Air Force Base, Colo. Chief Mullins, a flight engineer assigned to the 4th Air Commando Squadron at Ubon Air Base, Thailand, was aboard an AC-47 Spooky gunship lost on an armed reconnaissance mission over Laos in June 1966.

"Wearing the bracelet started so many conversations. It represented that eventually everyone would be brought home again," Sergeant Couzins said. "The bracelet is a great



Master Sgt. Sheila Couzins wore this POW/MIA bracelet in remembrance of Chief Master Sgt. Harold Mullins who was missing since June 1966. She returned the bracelet to Chief Mullins' family after his remains were buried in Arlington National Cemetery in November. (Courtesy photo)

ice-breaker because I didn't just wear it in uniform, I wore it always." Though the original bracelet broke nearly 10 years after Sgt. Couzins started wearing it, she continued to carry it in her flight gear. In 1994, her husband presented her with a silver replica, which she pledged to wear until Chief Mullins' remains had been identified and repatriated.

The wreckage of Chief Mullins' aircraft was discovered in 1994. Armed Forces DNA Identification Laboratory workers aided in identifying the remains recovered from the crash site. Eventually, all six members of the ill-fated AC-47 were identified. They were buried at Arlington Cemetery November 5, 2004 with full military honors.

Sergeant Couzins sent the bracelet to Chief Mullins' family upon learning that he had been found. Her eyes filled with tears as she said, "I'm very glad I'm able to send it back to his family and that his family will have closure. (It is ironic) that I obtained the bracelet just after joining the military and now I'm retiring it as I am set to retire January 25," Sergeant Couzins said. She asks people to continue to carry out the tradition and wear POW/MIA remembrance bracelets. "Public awareness is what keeps the drive going," the sergeant said. "It's a great reminder of what we do and the consequences that our actions can have."

'Andro' supplement off limits in new year

By Staff Sgt. C. Todd Lopez
Air Force Print News

Airmen who take androstenedione to increase muscle mass will soon have to ditch the supplement and just do extra repetitions at the gym. Under a new law that takes effect Jan. 20, the prohormone androstenedione will be classified as a Schedule III controlled substance. Schedule III substances are those defined by the government as having a potential for abuse.

The drug, commonly called "andro," is used by bodybuilders to help build mass, said Col. (Dr.) Vincent F. Carr, the Air Force's chief consultant for internal medicine services. "Andro includes a number of compounds which altogether are a precursor to the male hormone testosterone," Dr. Carr said. "Folks take this to bulk up their muscles and increase their ability to weight lift and to gain endurance for their exercise programs."

Other drugs listed as Schedule III substances include the anesthetic ketamine, called "Special K" by the club-goers who use it; testosterone, and forms of codeine and morphine. Once ingested, Dr. Carr said, androstenedione is converted to testosterone. Testosterone is responsible for developing such male characteristics as muscle size and body hair.

For androstenedione to create muscle mass, a user must take it in an amount that also causes side effects that are damaging to his or her health. Part of the problem is that if you take large amounts of androstenedione over a long period of time, you have the potential to develop liver disease, liver failure, heart disease, kidney

disease and an acceleration of hardening of the arteries," Dr. Carr said. "For ladies, it may block some of the female hormones, so they may experience symptoms such as male-pattern baldness." Because androstenedione creates artificial levels of testosterone in the body, natural production of the hormone can be reduced. Slowing the normal production of testosterone also affects a user's body. "A male may find that because he doesn't have normal testosterone production, his testicles get smaller," Dr. Carr said.

Use of androstenedione is also known to reduce sperm count in men and to reduce breast size in women. The drug may also have psychological effects. "One of the biggest problems that gets users into trouble is that aggressive behavior manifests itself," Dr. Carr said. "They get into fights, and that could have a major effect on the work environment." Androstenedione is found in many bodybuilding supplements that are available in nutrition and fitness stores. But Lt. Col. Ronald L. Blakely, the staff food and drug safety officer for the Army and Air Force Exchange Service, said the products are no longer available in AAFES stores."

Due to health concerns, the four dietary supplements that contained androstenedione ... were phased out by December 2002," Colonel Blakely said. On Jan. 20, androstenedione may no longer be legally purchased. It will also be illegal to use the prohormone, even if it was purchased before then. Use, possession, or distribution of androstenedione after Jan. 20 will be a violation of the Uniform Code of Military Justice.

Inclement Weather

As we settle into what could be an eventful winter season, the possibility of inclement weather affecting a UTA is ever present. As a tenant unit, the official 459th Air Refueling Wing policy mirrors the host unit, the 89th Airlift Wing policy. The 459th ARW command post will monitor the 89th commander's determination. Your orderly room will then be notified and in turn, you will be notified through recall procedures. In the event inclement weather looms as a UTA weekend approaches, tune to your local radio or television news stations or call the Andrews Base Line at (301) 981-5995.

New Veterans ID Cards Help Battle Identity Theft

Department of Veterans Affairs officials have designed a new identity card for veterans that will safeguard confidential information while combating identity theft. The card, formally known as the Veterans Identity Card, will have the veteran's photo on the front and identify him or her as an enrollee in the VA's health-care system. The veteran's social security number, birth date and a control number will be encrypted on a magnetic stripe on the back. Veterans can request the new card at their local medical center. Processing will take five to seven days once eligibility is verified. Existing cards will remain valid until veterans receive their new cards.

Reserve Officer's Association 2005 Mid-Winter Conference

The 2005 Mid-Winter conference and Military Exposition will be held at the Hilton Hotel and Towers in Washington, D.C., Feb. 13-16.

Full-time Civilian Vacancies

Want to be a full-time reservist? Consider joining the Air Reserve Technician (ART) program. There are currently vacancies for several different specialties. See your chain of command for information on current openings or visit <https://ww2.afpc.randolph.af.mil>. Click on the civilian jobs link to view openings, though all current openings may not be posted.

Chapel Service

The 459th Chaplain's office will conduct a worship service in Chapel 2, Bldg. 3715, every UTA Sunday at 8:30 a.m. - 9 a.m. All are welcome. This will commence on April 25.

Tax Statements Available through MyPay

The Defense Finance and Accounting Service recently compiled a schedule of dates when service members, military retirees and annuitants, and defense civilian employees can access their tax statements through myPay <https://mypay.dfas.mil>. Retirement-related tax statements became available through myPay between Dec. 4 and 14. They will be mailed between Dec. 17 and 29. W2s for military and civilian employees will begin appearing on myPay between Dec. 27 and Jan. 14, 2005. W2s will be mailed between Jan. 1 and 24, 2005.

E-Exam Computer-Based Training Program

In early 2005, the E-Exam computer-based testing program will be implemented by 459 MSF Wing Training. Most CDC and PME exams will be administered on the computer, and scored before the student leaves the test room. This system will ultimately eliminate the two week or longer mailing time for paper-based exams and another two weeks for results. Individuals with paper-based exams on file will be allowed to complete them, while others will be required to take the final exam on a testing computer. Wing Training will provide more information as it becomes available.

Spouse Scholarship for 2005

The 2005 Spouse Scholarship applications will be accepted beginning January 1, 2005 through March 31, 2005. Information and the application is available on the AEF Web site <http://www.aef.org> or by calling AEF directly at (800) 291-8480. Applications will also be mailed to Base Education offices in January. Thirty scholarships are awarded each year to spouses of active duty Air Force, National Guard, and Air Force Reserve. The deadline for applications to be postmarked is March 31, 2005. The recipients will be chosen and the scholarships awarded in early May.

'NEWSLINK' Provides News From Across Iraq

Airmen deployed to Iraq now have an updated resource to help them stay current on Air Force news throughout the country. Iraq Newslink is a Web site built specifically to tell stories of deployed Airmen. The site, located at www.afnews.af.mil/iraq/index.htm, is managed by the 332nd Air Expeditionary Wing's public affairs staff at Balad.

Travel Web sites:

The Tours Program, Inc:
www.thetoursprogram.com

Historic Tours of America:
www.historictours.com

Gettysburg Convention and Visitors Bureau:
www.gettysburgcvb.org

Department of Parks and Recreation
www.pg parks.com

Vacation Outlet
www.vacationoutlet.com

Family Travel
www.familytravel.com

PAY DAYS

Run Date	Check Date
January 20	January 28
January 24	February 1
January 27	February 4
February 1	February 9
February 3	February 11
February 8	February 15
February 10	February 18
February 15	February 23
February 17	February 25

Information provided by 459 ARW/FM

2004/2005 UTA SCHEDULE

1	Jan. 22-23, Alt 8-9
2	Feb. 26-27, Alt 12-13
3	March 19-20, Alt 12-13
4	April 23-24, Alt 9-10
5	*May 14-15, Alt 21-22
6	June 25-26, Alt 11-12
7	July 30-31, Alt 9-10
8	Aug. 27-28, Alt 13-14
9	Sep 24-25, Alt 8-9

*This UTA date is a change to the originally published schedule.

HOURS OF OPERATION

Dining Halls

Freedom Hall (Active Duty side)

Breakfast: Weekdays, 5:30 a.m. - 8 a.m.

Lunch: Weekdays, 11 a.m. - 1 p.m.

Dinner: Weekdays, 3:30 p.m. - 6 p.m.

Carryout: Weekdays: 6 p.m. - 9 p.m.

UTA Weekends brunch: 6 a.m. - 1 p.m.

UTA Weekends dinner: 2 p.m. - 5:30 p.m.

Liberty Hall (Reserve side)

Breakfast: weekdays, 7 a.m. - 9 a.m.

Lunch: weekdays, 11 a.m. - 1 p.m.

UTA weekends Brunch: 6 a.m. - 1 p.m.

Fraud, Waste & Abuse Hotline

(240) 981-2429

Passport Photos

Passport photos taken UTA Sat., 9:30 a.m. - noon; UTA Sun., 1 - 3 p.m., at Bldg. 3755, Rm. 125, (240) 857-2737.

459 AMDS

****New hours of operation****

Mon., Weds., Thurs: 7:30 a.m. - 4:30 p.m.

Tues. & Friday: 7:30 a.m. - 2:30 p.m.

Military Pay

Mon. - Fri., 8 a.m. - 4 p.m.

UTA Sat., 7 a.m. - 3:30 p.m.

Closed UTA Sun.

Office: (240) 857-0314/0315

Easy Pay Access: 1-800-755-7413

Military Personnel Flight

Hours of operation for all MPF offices are Mon. - Fri. and UTAs: 9 a.m. - 3:30 p.m.

Customer Service: Rm. 117; 857-3843

*Newcomers: UTA Sat: 7 - 11 a.m.

*AEF and newcomers: UTA Sat: 8 - 11 a.m.

*All other customers: UTA Sat: After 11 a.m.

Career Enhancement: Rm. 118; 857-2853

Education & Training: Rm. 144; 857-9426

Personnel Relocation: Rm. 115; 857-2835

Personnel Employment: Rm. 115; 857-6739

Legal Office

Walk-in Legal Assistance, UTA Sat., 1:30-3:30 p.m.; Sun. 10-11 a.m., Rm. 220-222,

Bldg. 3755; (240) 857-3855.

Worship Schedule

Protestant:

Sun. 7:30 a.m.- 459 CES (Bldg. 3756)

Sun. 8:30 a.m.- Chapel 2 (Bldg. 3715)

Sun. 11 a.m.- Chapel 1 (Bldg. 1345)

Catholic Mass:

Sat. 5:30 p.m.- Chapel 3 (Bldg. 1679)

Sun. 9:30 a.m.- Chapel 3 (Bldg. 1679)

Employer Support!



George Hunt (center), a member of the Maryland Masonic Home board of trustees, received a certificate from the Employer Support of the Guard and Reserve during Maryland Governor Robert Erlich's Special Luncheon for Employers on December 10. He's seen here with Brig. Gen. Richard Severson, 459th Air Refueling Wing Commander and Maj. Stephan Pazulski, a medical readiness officer with the 459th Aerospace Medicine Squadron. Hunt accepted the award on behalf of Maryland Masonic Homes for going above and beyond what the law requires to support Pazulski while on military service. The Maryland Masonic Home, Pazulski's civilian employer, continued his salary and benefits while he was activated here from April 2003 to April 2004.

Technical Sgt. Robert Reed, 459 SFS and Senior Master Sgt. Sonja Kelly, 459 MPF address the audience at the Governor's luncheon for employers. They gave a brief speech on the wing's involvement in past and current operations. Each service component had local servicemembers on hand to provide a similar speech as well as talk to employers throughout the afternoon.



459TH AIR REFUELING WING
AIR FORCE RESERVE
3755 PATRICK AVENUE
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OFFICIAL BUSINESS

First Class Mail
U.S. POSTAGE
PAID
Temple Hills MD
Permit No. 4004